Akkreditering of Norway valid for 3 years up to 22.1.2006 with 6 monthly surveillance audits.

(c) Normally, the organization seeking ISO 9000 accreditation applies for the same to some Agency. In this case, a Quality Surveillance Audit team of this Agency travelled by this train 3 to 4 times over a period of a year and found that the quality of service and standard of maintenance and housekeeping were consistently excellent. *Suo moto*, they offered to give the ISO 9000 accreditation to this train at a token fee of Re. 1 (One) only. This offer was accepted by the Central Railway.

Revision of Railway Safety Rules

419. SHRI C. RAMACHANDRAIAH:
DR. C. NARAYANA REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to revise the railway safety rules based on detailed work study observation;

(b) if so, by when it would be taken up; and

(c) if not, whether Government will consider the desirability of such a revision, particularly in view of the present frequency of accident?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) Does not arise.

(c) Modification to any specific rule is considered from time to time according to the recommendations by various Committees including accident inquiring officials.

Modes used by Railways

420. SHRI ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) total length and location of Railways which are run by power, diesel and or steam;

(b) future plan for phase-wise replacement of diesel by power and details of route finalized;

(c) specification-wise total number of batteries used in coaches and other establishments of Railways indicating total amount incurred in purchase of such batteries annually during last three years; and

(d) method frequency, agency and premises used for testing the life-cycle and other parameters specified for each such category of batteries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Of the entire Indian Railways' route, only 16001 kilometres were electrified up to 31.3.2002. Normally, electric locomotives ply on such routes. However, some Diesel locomotives may also be utilised on these routes depending upon operational requirements. Steam traction is in use on Indian Railways as a regular measure on the 88 kilometers of narrow gauge Darjeeling Himalayan Railways and the 46 kilometers of meter gauge route on Nilgiri Mountain Railway.

(b) The planning for electric traction for replacement of diesel traction is based on traffic volume obtaining, financial viability and availability of funds.

(c) Most of the purchases of the batteries on Indian Railways are done for coaches, locomotives and traction distribution installations. About 45000 sets of batteries are presently employed on the coaches, locomotives and the traction distribution installations. Purchases are made as per the relevant Research Designs and Standards Organisations(RDSO) or Indian Standards Specifications and the value of the purchases for these applications has been approximately Rs.87 crores, for the year 1999-2000, Rs.93 crores in 2000-2001 and Rs.77 crores in the year 2001-2002.

(d) The life-cycle tests and other parameters' tests for these batteries are done as per relevant RDSO and Indian Standards specifications normally at firm's premises under RDSO's supervision.

Gauge conversion in Gujarat

421. SHRI RAJU PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposals for the conversion of some narrow/meter gauge lines in Gujarat into broad gauge have been pending with Government;